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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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SUBJECT The Tatra Works at Koprivnice

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1. The Tatra Works at Koprivnice are situated on the Pribor-Stramberk railway line and on the Pribor-Frenstat pod Radhostem-Drnholec-Stramberk road. To the northwest and south of the Works there are fields and meadows, and to the northeast, fields and meadows for a distance of about 500 meters, at which point the ground rises steeply; here, also, are the so-called Cerveny Kamen (Red Stone) Forest and the Cerny Las (Black Forest). The factory can best be photographed from this vantage ground. To the southeast lie fields, and to the southwest, vacant lots, beyond which are located farm houses and the village of Koprivnice.
2. The entire plant is surrounded partly by paling 2.5 meters high and topped with barbed wire and partly by a wall 3 meters high and also topped with barbed wire. Three or four gatekeepers are always on duty at the main gateway, No. 1, which opens onto the Drnholec-Stramberk road and which is to the right of the porters' gateway, No. 2. Gateway No. 3 is always shut. Three to five porters are on duty at the gateway No. 4 leading into the motor vehicle factory; a porters' lodge stands to the right of this gateway. The porters are not armed during the day, and no STB or SNB agents are stationed at the lodge.
3. The Tatra Works were not damaged at all during the war. During that time the machinery in the factories was increased about thirty per cent. The Works contain the following buildings:
  - a. Motor vehicle factory A. This building is 150 meters wide and 400 meters long. The front portion is made up of three stories. On the right-hand side of the first floor are dressing and wash rooms for employees; behind these rooms are the construction, technical, and production offices and facilities for storing tools. On the left-hand side are the shipping department, the general offices, and the administrative and processing offices, and behind these, the commercial shipping department. On the second floor are the offices of the manager and of the production assistant, on the third floor the construction offices. The rear part of the building is the motor vehicle factory itself, which consists of one floor with stores and workshops along both sides. The left-hand side contains the storeroom

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for semi-finished products, behind it the finished parts stores, then the storehouse for completed assembled units and for parts brought in from other plants. On the right-hand side, beginning from the front, are the tool room and tool storehouse where special tools, instruments, and measuring instruments and parts are inspected; then behind these rooms is the store which issues tools, measuring instruments, and production equipment. Further on are a library for drawings and processes and the office distributing them, the fitters' shop for bending pipes and the sheets, the gear-fitting shop, and finally the engine-testing shop which includes brake testing. The center of the building is occupied by the main hall.

- b. Factory for conveyor belt manufacture of the Tetrapiplan and of Type III (B). This building is to be completed during the winter of 1949-1950. Assembly operations will be transferred here from building G. For the assembly of the Tetrapiplan a conveyor belt, with a sufficient width and strength to assemble tanks, is being built.

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- c. Aircraft hall (C), containing machine machinery for the production of propellers and propeller blades

- e. Boiler house (F). This building contains the central heating facilities for the entire Tatra Works.
- f. Pattern store (G). This is a one-story building where wooden patterns are stored.
- g. Foundry (H) which is used solely by the Works.
- h. Railway freight car factory. Fourteen 10- to 25-ton freight cars are manufactured here daily.

A. Prior to the war, production at the Tatra Works included the following:

- a. Small cars: 24 small passenger cars, model 57a ("Hadimarska"), 1,200 cc., 4 cyl.; sale price: 24,000-26,000 Kcs.
- b. Medium cars: 4 of model 75, 1,600 cc., 4 cyl.; sale price, 36,000 Kcs. 2 to 4 of model 97, 2,000 cc., 4 cyl. rear motor.
- c. Large cars: 2 to 4 of type 87, 1 cyl. rear motor; sale price, 30,000 Kcs.
- d. Trucks: 15 of type 27, 3 tons.
- e. Other types of vehicles: Model 24, 6 tons, 6 wheels, chiefly for tankers and buses. Model 91, Diesel, trucks and buses. Model 110, gasoline, for buses. These three types were very similar and about six of them were produced daily.

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f. Other production: engines and gear boxes for motor vehicles; eight Tyrr engines were produced at the Motor Vehicle Factory daily. Beginning manufacture of licensed aircraft engine "Hyrt", type 1,100, inverted 4 cyl., 100 HP, air-cooled. Propellers and proeller blades, made at the Aircraft Mill.

5. Present production at the Tatra Works is as follows:\*

- a. Seven Tatrapian, 4 cyl., rear motor, 2,000 cc.; sale price 400,000 Kcs.
- b. One or two model 87, 8 cyl. rear motor; sale price 600,000 Kcs.
- c. Two or three model 114, 4 cyl., 3-ton truck, Diesel, air-cooled; the engine was tested in  armored vehicles.
- d. One model 111, 12 cyl., 10-ton truck, 6 wheels, Diesel, air-cooled.
- e. Fourteen railway freight cars produced daily at the railway freight car factory; freight cars weighing from 10 to 25 tons are made. An unconfirmed report states that the pattern shop in the railway freight car factory has begun to work on a railway truck for broad-gauge Russian tracks.

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6. The finished products at the Tatra Works consist of motor vehicles and freight cars. All semi-finished goods and materials produced in the Works are used at the Works, and nothing is processed for other plants. Knorr brakes for railway freight cars are made in part by Tatra.

7. The following reasons are given for the low production at the Works:

- a. Faulty planning in the entire motor vehicle industry in Czechoslovakia. For example, in an aircraft factory, the manufacture of small cars was stopped and trucks are now being turned out.
- b. Premature discontinuance of proved models, both commercial and passenger, and principally model 56b. In place of model 56b it was planned to produce 70 Tatrapians daily but only one a day was made. As a result, some of the employees were transferred from the motor factory to the railway factory, where the production program was already being met. In January, according to plan, the manufacture of model 87 was terminated but was later resumed. Between January and May, only one of them was sold in the open market.

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- d. Faulty planning by the Tatra Works. Periodic shortages in materials caused unemployment, and workers were shifted to other jobs regardless of skill; from work on precision machine tools in the motor vehicle factory they were assigned to unskilled labor at the railway factory; from other qualified work in the motor vehicle factory they went to the Foundry where they removed sand; or they received weeks of leave without pay. Groups were sent out to do farming work for periods of seven to fourteen days.

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- e. Inadequate supply of machinery and raw materials.

Production is also affected by the scarcity of raw materials such as copper, bronze and alloy metals (cobalt, wolfram, manganese, vanadium) and of ball bearings, special tools, and rubber for tires, and by late deliveries from the Pal Works (e.g., electrical equipment for vehicles from the Magnetron Works in Kromeriz).

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8. For raw materials, the Tatra Works in its smelting processes uses cast iron or steel, aluminum, brass, bronze, and copper. Vitkovice supplies most of the cast iron, and Kladno the steel needed by the forge. Sheet metal is obtained from all producers, the chief ones being at Vitkovice (Zabreh) and Kladno, which furnish cold and hot rolled sheets. Cold-drawn bars come from Kladno and Libeice nad Vltavou, and hot-drawn tubes from Vitkovice. Semi-finished products such as discs were originally supplied by Skoda. After 1945, this function was taken away from Skoda and now semi-finished goods are delivered exclusively by the Pal Works, which are the sixteen united factories for the motor vehicle and aircraft industries. For example, the Pal plant in Jihlava supplies Diesel injector pumps, and the Pal plant in Novy Jicin radiators and headlights. Wheels for railway freight cars are supplied by Kladno.
9. Power for the Tatra Works is principally electrical. The Works have their own generating plant, but because the generators are inadequate and are capable of producing only one-fourth of the current needed by the factories, Tatra finds it cheaper to obtain current for the station in Strelkovice near Svinky. This station buys cheap current, which is the current in excess of that required by the mine pits in the Ostrava field. The transmission line is 25 km. long, carrying 22,000 volts.
10. Gas is made in the Tatra gasworks, which stand near the foundry, and there is no shortage. Coke is brought in by rail from Moravska Ostrava. Gas is used to heat the foundry, high-temperature furnaces, forges, presses (hot forgings), and two tempering shops.
11. The following supplies are kept on hand:
  - a. Coal, near the boiler house (F).
  - b. Gasoline, kept underground in a group of tanks, each holding 22,000 liters. The tanks are filled from railway tankers.
  - c. Varnish.
12. Transportation is furnished by rail. The track in Koprivnice is a single line. At the station there are four loading tracks, with loading equipment and ramps. These, however, are not important because transport is carried out as follows: the track running through the Works is so arranged that two parallel freight cars can run along broad rail tracks at right angles to the main track and be admitted to lines running throughout the entire Works into almost all of the departments. Trucks are used only in case of shortage of a particular material.
13. Before the war, the Tatra Works employed about 5,000 persons; at present, there are between 5,000 and 6,000 workers. Two shifts are operated: from 0600 to 1400 hours and from 1400 to 2200 hours.
14. Personnel of some importance at the Works include the following:
  - a. Motor vehicle factory.
    - 1) Eng. Hanzelka, developmental department. He came from the Skoda Works in Mlada Boleslav.
    - 2) Eng. Kozak, developmental department, and also from the Skoda Works in Mlada Boleslav.
    - 3) Eng. Vyhnanaky, prototypes department and construction of the Model 111.
    - 4) Sojka, a former athlete and a reactionary.
    - 5) Hojecky, works manager.
    - 6) Vesin, chief of assembly.

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- 7) Marek, works engineer, in assembly.
- 8) Drozd, assistant manager, in assembly.
- 9) Eng. Cipcir, chief constructor.\*\*
- 10) Eng. Mackerle, chief of construction; he is a reactionary.


b. Railway freight car factory. Eng. Hager, chief.

c. Tempering shop. Simsa, chief.

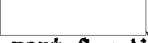
d. Works council. Nemec, chairman. He is Communist Party chief in the Tichovsky Works, senior inspector in Tatra, and chairman of the local national committee in Koprivnice.

e. Eng. Ruzicka, manager, a Communist; Dr. Mimra, technical deputy, a Communist.\*\*\*

15. Security is maintained by a militia totaling 400 men who have no duties to perform. The SNB station is immediately opposite the principal entry by foot to the motor vehicle factory. The windows of all its offices face the factory.

\*  Comment: Presumably these amounts are daily production figures.

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\*\*  Comment: This report also states that there has been no replacement for the chief constructor, an Eng. Ledvinka who was imprisoned as a German in 1945.

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\*\*\*  Comment: It is not clear of what factory these men have charge.

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